

**CONFIDENTIAL**

REPORT

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SUPPLEMENT TO  
REPORT NO.

- 1 -

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Work on all the sections must be in progress by not later than 20 August 1950. According to the decisions of the conference, trains should be in operation as far as Chu-yang-ch'i by the end of 1950. For this section, 250,000 railroad ties will be required and these must be delivered by the end of November 1950 to the places where they will be used. In 1951, rails are to be laid all the way from Chu-yang-ch'i to Ch'eng-tu. For this section, 950,000 ties will be required, and they must all be delivered by July 1951.

The conference also decided upon the allocation of responsibility for the supply of railroad ties among the hsiens which will be called upon for their procurement and delivery. These allocations are as follows:

<u>Hsiens in</u>	<u>Ties</u>	<u>Delivery Date</u>	<u>Ties</u>	<u>Delivery Date</u>
Pi-shan Spec Dist	110,000	Dec 50	138,800	Jan-Jun 51
I-pin Spec Dist	26,000	Nov 50	51,000	Jan-Jun 51
Lo-shan Spec Dist	30,000	Dec 50	150,000	Jan-Jun 51
Lu-hsien Spec Dist	59,000	Dec 50	241,000	Jan-Jun 51
Nei-chiang Spec Dist	-	-	125,500	Jun 51
Wen-chiang Spec Dist	20,000	Dec 50	130,000	Jan-Jun 51

As for the prices to be paid for ties, the Special Commissioners in the Lo-shan and I-pin Special Districts should pay from 30-35 catties (shih-chin) of No 92 quality rice per tie; in the Nei-chiang and Pi-shan districts, the price is to be 35 catties of rice; in the Lu-hsien district 38 catties of rice per tie. The 30,000 ties to be supplied by Chi-chiang Hsien (7) by purchase across the border in Kweichow should cost not over 35,000 yuan per tie. These prices are to include taxes. Transportation charges will depend upon local conditions.

The Railway Bureau [possibly the Ch'eng-tu bureau] out of its current budget for 1950, is to make advances to the various hsiens of one third of the cost for procurement and transportation of the ties which are to be delivered before the end of 1950.

RAILS TO BE ROLLED IN CHUNGKING -- Tientsin Jih-pao, 21 Jun 50

Chungking, 20 June (Hsin-hua) -- Active construction operations on the Chungking-Ch'eng-tu Railway commenced on 16 June 1950. A contract has been made between the Central government Ministry of Railways and the Department of Communications, of the Southwest Military and Administrative Committee, according to which the ministry is to provide technical supervision and direction through the Chungking office of the Railway Engineering Bureau which has been established, and the department is to be responsible for organizing the work and procuring and assembling the materials. Furthermore, the ministry has contracted with the People's Liberation Army of the Southwest Military District to do the actual construction work.

The steel billets required for the rails for this railroad, aside from a small portion to be produced in Chungking, are to be obtained from North China and East China and transported to Chungking where they will be rolled into rails. Material for the big steel bridge over the T'o Chiang, at Nei-chiang, is to be supplied from East China. Other things are to be made in Chungking by factories that have been largely dormant for the past few years, but which now are entering a period of great activity. The Southwest Trading Department has placed large orders with the privately operated Chung-hsing Steel Works, the Yu-hsin Steel and Iron Works, and some 30 other iron and machine shops. It is estimated that these orders will give employment to some 20,000 unemployed.

- 2 -

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50X1-HUM

The whole length of the Chungking--Ch'eng-tu Railway is 530 kilometers. The 125-kilometer section from Chungking to Chu-yang-ch'i, in Chiang-ching Hsien, is supposed to have trains in operation by the end of 1950. It is estimated that the full length of the railroad will be in operation by the end of 1951.

TO ASSEMBLE TIES FOR CHUNGKING--CH'ENG-TU LINE -- Hong Kong Ta Kung Pao, 24 Aug 50

Chungking -- It is reported that the abutments for the Chungking--Ch'engtu Railway bridge across the T'o Chiang at Pei-mu-chen, near Nei-chiang, Szechwan, were completed on 31 July 1950 by the Southwest Railway Engineering Corps.

The Financial and Economic Commission conducted, from 5 to 9 August, a conference attended by representatives of the Ministry of Railways and by leading officials of the regional, provincial and local governmental agencies concerned with the completion of this railroad. Plans were formulated for mobilizing labor for the finishing of the earthwork of the roadbed, and also for the procurement and transportation of the huge number of railroad ties that will be required.

## CHARACTERS

- |        |        |
|--------|--------|
| 1. 朱楊溪 | 5. 板橋  |
| 2. 九龍坡 | 6. 內江  |
| 3. 油溪  | 7. 綦江縣 |
| 4. 石門  | 8. 大渡口 |

- E N D -

- 3 -

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